Legislation by Congress Expected to Prevent

prevent a strike of the railroad emloyes Monday, or a postponement of the strike set for Monday-these were the alternatives predicted by democratic leaders of the Senate today.

Senator Newlands of Nevada, chair man of the committee on interstate commerce which will draft the legislation designed to prevent the pending strike or strikes of railroad employes in the future, said, following a meet ing of his committee:

which they regard as of the ut-

hours to the brotherhoods and three licens to the shippers, who are vitally interested in the outcome of the whole matter. Notification to this effect was sent out hurriedly to all parties who might desire to be heard. Senator Cummins of lowa was among those members of the committee who insisted that the hearings be had. Senators claimed that they must have the facts in the case before them before framing legislation to submit to the Senate. The statement of the President to Congress yesterday, they maintained, did not give them the required information.

The following statement was issued tion hastly or with prejudice, but after my own best and most deliberate judgment and with full consciousness of my

"The Senate committee on interstate the day. A motion was adopted that a hearing of the railway brotherhoods, the railway managers and the shippers and others interested should be held at 5 o'clock next Thursday morning. August \$1, at the rooms of the Senate committee on interestate commerce, in the Senate office building. A period of three hours' time was assigned to each of the three groups interested, namely, the brotherhoods, the railway managers and the shipping and other public interests."

Presents Tentative Bills.

Senater Newlands laid before the committee of the railways for the largest service of the whole people of the south. There are some who believe that immediate and temporary peace at such a price is desirable. I am not one of them—though God knows I am for peace—and have no illusions as to what industrial war means when threatened

any bill or bills were reported to the Senate. It is the plan of the committee to frame a single measure, combining all the proposed legislation, and offer it as an amendment to the House bill now on the Senate calendar proposing to increase the membership of the interstate commerce commission.

merce commission.

The tentative drafts laid before the committee were three in number. The first provides for the establishment of an eight-hour day in interstate transporta-

Other Provisions of Bills

Newlands act, known as mediation and conciliation act, so as to bring about an investigation be-The third provides for government operation of railroads in case of mili-

missioners from seven to nine, so as to provide that disputes between the employes and the railroads shall be taken to the interstate commerce commission, and so that appeals may be taken from the decisions of the interstate commerce commission to the courts, and the decision of the courts, and the decision of the courts shall be final.

Congressmen Are United

pect success for the railroads."

W. J. Jackson, receiver Chicago and Eastern Illinois—"The men have decided to force the issue by going on strike, and there is nothing else for the railroads."

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W. J. Jackson, receiver Chicago and Eastern Illinois—"The men have decided to force the issue by going on strike, and there is nothing else for the railroads."

W. H. Tuesdale, Delaware, Lackan of their sevents and western—"There seems to

Congressmen Are United in Desire to Prevent

Leaders of both houses in Congress, reconciled to abandonment of their plans for adjournment this week, have sent out calls for absentees, so that sent out calls for absentees, so that quorums may always be on hand. Despite the fact that some senators are optimistic about an early adjournment others expressed the view that

Sterling of Illinois, the ranking re-publican of the House interstate com-merce committee, and Representative Adamson, the chairman.

was the general conclusion. As to the legislative means proposed to avert the strike and to prevent the recurrence of such a national emergency as the one confronting the country there was divergence of opinion.

The meeting in Speaker Clark's private office continued for nearly two hours.

was a truly representative gathering of American citizenship that he addressed.

It was composed in the foreground of those whose political future will in a large measure depend on how satisfactorily to their own constituents they assume the burden of decision

Senate Will Act First.

conflict as could obtain admission.

Listening to his words in the private gallery of Speaker Clark were the central figures of the impending strike. Speaker Clark has an allotment of ten seats on such occasions. He turned five of them over to the leaders of the brotherhood and an equal number to the railway executives. Among the latter were President Hill of the Great Northern and Hale Holden of the Burtlington, who has been the spokesman of the railway executives in all the conferences with the President.

The Senate had marched over to the House chamber and the joint session was seated and ready for the President at 2:30 o'clock. said Speaker Clark, "there was no division of opinion about that. If the strike can be forestalled I think that

to be that whatever is to be passed will be tacked on the House bill to enlarge the interstate commerce commission and that the Senate will act first. The House will wait for the bill to come over, unless the Senate is too slow."

Refuse to Discuss Details.

sentative Sterling, the republican mem-bers, would not talk about details of

"We were all agreed to do every thing possible to prevent the strike," said Mr. Mann. "That's the only thing that was agreed upon." Although none of the congressmen

present would discuss the detailed legislative proposals outlined by the President in his address, there was op-

President in his address, there was opposition to portions of it.

Some of the members believe that the law providing for a maximum eighthour workday and provision for a commission to investigate the question of wages and their relation to railroad rates would absolutely prevent the strike, and that nothing more would be required of Congress at this time.

One or two of the members thought it unnecessary, if not unwise, to undertake legislation authorizing the President to draft trains and crews to President to draft trains and crews to operate the railroads for military purposes in advance of an actual strike and a demonstration that such authority was essential to the public welfare.

Fairfax Harrison president of the

Southern railway, with headquarters

here, today made public a statement

in which he said that in his opinion

"the time has come to test again

whether the American people are to be

Not for Peace at Price Set.

Railroad Presidents

Determined to Fight

eral, which reflected the prevailing

Listens to the President

Make Address to Congress

When President Wilson delivered the

There were present many of the high-

est officials of the government, the

"first lady of the land," the committees

holding power of attorney for the two parties to the titanic controversy and

as many of the citizens who are "the innocent third parties" in the present conflict as could obtain admission.

thrust upon them.

He was greeted with uproarious cheers as he entered.

His entrance was the signal for prolonged applause, led by democratic statesmen, which swelled up into a good old southern yell that reverberated through the chamber.

As he stepped to the rostrum the executive shook hands with the Speaker and Vice President Marshall. Turning to face the gathered assemblage of senators and representatives, Mr. Wilson bowed slightly, drew from his pocket a package of typewritten sheets about three to five inches in size and began to read in a conversational tone.

There was tense silence in the chamber as he began and then applause from the democratic side when the President declared he had sought to aid in adjusting the difficulties "not as an arbitrator, but merely as a spokesman of the nation, in the interest of justice, indeed, and as a friend of both parties, but not as a judge, only as a representative of one hundred million of men, women and Force or by Law Is Issue, Says Southern Railway Head judge, only as a representative of one hundred million of men, women and children who would pay the price."

Advocates Eight-Hour Day.

Applause came from various parts of the chamber when the President declared that it seemed to him "that the whole spirit of the time and preponderant evidence of recent economic experience spoke for the eight-hou

More applause greeted the President's declaration that he regarded it as "practical certainty" that the railroads would be "ultimately obliged to accept the eight-hour day by the con-certed action of organized labor, backed by the favorable judgment of society." When he recommended the establish-ment of an eight-hour day as the eigal basis alike of work and wages in the employment of railroad workers there was slight applause from the dem-ocratic side.

ocratic side.

Approval came from both sides at the suggestion of legislation to prevent strikes or lockouts pending investigation, and also when the President asked for power, in the event of a strike, "to take control of such portions and such rolling stock of the railways of the country as may be regarded necessary for military use and to operate them for military purposes."

The entire assemblage arose when The entire assemblage arose whe the President concluded, after speakin twenty-three minutes. There were several rousing cheers as he left the chamber.

Strikes Responsive Chord

The President's closing suggestion that arbitral awards should be made judgments by record of court of law in order that their interpretation and en forcement may lie, not with a party of the arbitration, "but with an impartial and authoritative tribunal," appeared to strike a responsive chord.

Throughout the address the expressions of approval came mainly from the democratic side, republicans sitting and

peace—and have no illusions as to what industrial war means when threatened on the scale of the present crisis.

"In my judgment the time has come to test again whether the American people are to be governed by unregulated force or by law. I risk my own reputation on that issue, and I count on the support of all sound and conservative opinion in the south to counsel patience and endurance of temporary inconvenience while the test is listening in silence.

The House corridors filled with eager The House corridors filled with eager throngs an hour before the President's arrival, news of his forthcoming address having spread quickly over the city. All entrances to the galleries were fenced off and guarded, admission being by special ticket only.

Senators and representatives who received their tickets only a few hours before the appointed time were besieged by hundreds of persons anxious to hear the President's message.

Railroad presidents and managers and officials of the brotherhoods had anticipated the rush and had made arrangements with congressmen several servative opinion in the south to coun-sel patience and endurance of tempo-rary inconvenience while the test is being made. The decision must lie with deliberate and advised public opinion crystallized in law. Whatever it may be when so declared I will, of course, abide by it."

rangements with congressmen several

Crowds Are Disappointed. Half an hour before the President

and They Expect to Win arrived the galleries were crowded and the corridors below filled with disap-Railroad president leaving Washing pointed men and women who could no ton expressed a determination to fight and an expectation of winning. Throughout the Capitol there was Following are the expressions of sev

days ago for tickets.

an atmosphere of suppressed excitement. In the Senate only a handful of members debated the revenue bill until time for going to the House chamber, while the majority of them were in the cloakrooms discussing the railroad crisis and the task thrust upon Congress, or engaged in attempts to get tickets for beseeching friends.

The House had been in recess, but members gathered in groups on the floor talking over the unusual development that in all probability would hold Congress in session indefinitely. All agreed that the occasion, a joint session of Congress to hear a plea from the nation's head on an impending industrial war, was unprecedented

wanna and Western—"There seems to be nothing else to do but to stand our ground, and do the best we can, restoring our service as readily as possible, if the men walk out."

Ralph Peters of the Long Island—"It is our duty to serve the public and we

Strike Would Have on Europe. LONDON. August 30 - Discussing the threatened American railway strike.

ular service."
It was the opinion of some executives, who would not be quoted for publication, that the strike, if put into effect, will not last longer than two weeks. These executives based their opinion on the belief that the public will not tolerate a dislocation of the country's transportation facilities with consequent evils.

The issues involved in the event of the fallure of President Wilson to obtain a settlement are of such magnitude that in ordinary times the strike would be the dominating feature of European newspapers as well as of American. "Such a strike as is now declared to

quent evils.

Other executives asserted that within two weeks the brotherhoods would realize they were losing the fight and would ask for arbitration.

The executives individually are issuing last appeals to their men. In addition, each railroad is canvassing its employes to determine how many will walk out. "Such a strike as is now declared to be imminent would paralyze the whole American railway systems, affecting gravely the supply of munitions to Europpe. It might well spread beyond the railways, and there is the danger of serious disturbances, for labor is more vigorous in its methods in America than it is here."

TURKS CLAIM A STEADY **ADVANCE IN CAUCASUS**

BERLIN, August 30, by wireless Sayville.—Turkish troops are advancing, step by step, in the Caucasus and have broken the resistance of the Russians who occupied dominating heights, it was announced today by the Turkish war department. One attacking Turkish detachment, it

is said, found à thousand Russian dead or the battlefield. RIOTS IN DRESDEN REPORTED.

More Than a Hundred Persons Said regarding the industrial welfare thus to Have Been Killed.

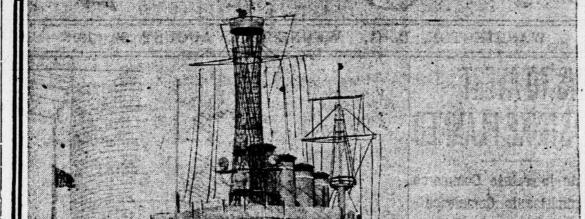
LONDON, August 30 .- The Hague co ndent of the Central News has a report that 85 civilians, 22 soldiers and cemen were killed in riots in Dres den last week. The disorders are said to have been brought on by a demonstra-tion against the imposition of an in-creased sentence on Dr. Karl Liebknecht for appealing from the findings of a military court.

The crowds were dispelled by troops after 200 persons had been arrested.

VOICE HUNGARIAN UNREST.

Count Apponyi and Count Karolyi Attack Vienna Government.

BERN, SWITZERLAND, August 29, by wireless to London, August 30.-Count Albert Apponyi, leader of the Hungarian opposition, made eight speeches all strongly hostile to the government Mrs. Wilson, accompanied by the at an all-night sitting of the Hunambassador to Great Britain, Walter garian chamber of deputies ending Friday, according to dispatches from France, William G. Sharp, was in the President's reserved space. Several members of the cabinet, including Secmany damaging the interests of Hun-



HURLED ON ROCKS AT SANTO DOMINGO.

THE U. S. ARMORED CRUISER MEMPHIS. REPORTED WRECKED IN TROPICAL STORM YESTERDAY.

CUMMINS DOUBTS FORCED ARBITRATION

Asserts Compulsory Settlement of Disputes Would Be Unconstitutional.

SAYS CONGRESS FACES PERILS IN LEGISLATION

Voices Opposition to Some of President's Proposals Meeting Present

Senator Cummins of Iowa, one of the progressive republican members of the Senate interstate commerce committee voicing opposition in the Senate today to some of President Wilson's legisla tive proposals to meet the railroad crisis, said that Congress, in its voyage in search of legislation, was confronte by "a Scylla and a Charybdis," and that "it will be interesting to consider how far we can steer away from one withou courtering the perils of the other."

ment. In the Senate only a handful of that any attempt to establish maximum

The senator proposed as a possible deterrent to industrial disputes, with- Brotherhood Heads Represent Them- Empowered Military Control of Al out advocating it or expressing any opinion on the justice or wisdom of it legislation that would impose a "modi fied or partial restriction of the right to strike in a combined way," which, he said, would "make for industrial peace and at the same time would not unduly infringe upon personal liberty."
"It is my deliberate judgment," said Senator Cummins, "that there is no

Senator Cummins, "that there is no method for the prevention of strikes by force of law, except to deny to workingmen the, right of striking in union or in concert; that is to say, to make it unlawful to enter into an agreement or understanding that they will cease to work at a prescribed time and in a body. To do this, which I believe to be within the constitutional authority of Congress, without providing an efficient substitute, is to practically prohibit unions, for while the unions have other and notable functions, if they are deprived of their right to quit work in a body as the outcome of an understanding or agreement, they will be shorn of their real power, and will be shorn of their real power, and will rapidly become mere benevolent

Strikes Not Offense.

"I, for one, am unalterably opposed to any such legislation, unless it is accompanied with sure relief for intustice. There are some misinformed people who believe, apparently, that it was the act of 1915, generally known as the Clayton law, which permits members of labor unions to strike in pursuance of an understanding or agreement, but this is not so, for the Supreme Court of the United States had theretofore repeatedly held that a union strike, peacefully begun and peacefuly carried out, was not an offense against the anti-trust law.

Senator Cummins asserted that Congress undoubtedly could prescribe maximum hours of work upon railways, but insisted that "if this were done there would still be wide opportunity for disputes between employers and employes." was the act of 1915, generally known

Difficulty Apparent.

"It may be that it would be wise to establish minimum wages, but when the variety of employment and the difference in ability and skill required to perform the several tasks of railway operation are considered, the immense difficulty of the undertaking is at once apparent. When we advance at once apparent. When we advance toward the establishment of maximum compensation these difficulties are infinitely multiplied, and I look upon any attempt to restrict the freedom of contract in this respect as doomed to complete and immediate fallure."

Discussing compulsory arbitration, Senator Cummins said there was no such thing, never had been and never would be.

Forbidden in Constitution.

"The point which I desire to empha size," he said, "is that direct compulsors arbitration is forbidden by the Constitution; is repugnant to the enlightene sense of human liberty; would destroy the entire fabric of organized society and may be at once dismissed as a solution of the problem before us.
"I do not doubt that Congress could

create a tribunal and confer upon i jurisdiction to selze upon a controversy such, for instance, as the Brotherhood Locomotive Engineers and the rail such, for instance, as the Brotherhood of Locomotive Engineers and the railway company which employs the engineers, then call the parties before it take evidence and render judgment. If this procedure is what the people have in mind when they speak of compulsory arbitration, the plan is, I believe, well within the constitutional authority of Congress."

IMPORTANT DEVELOPMENTS OF TODAY IN REGARD TO THREATENED STRIKE OF RAILROAD EMPLOYES

Important developments in the strike situation today were: Senate interstate commerce committee announced hearings on railroad legislation proposed by President to start at 9 o'clock tomorrow morning.

Brotherhood leaders admitted and President Elliott of the New Haven warned that strike order affects passenger trains as well as freight, starting Monday morning.

Representatives of unorganized railroad employes, numbering nearly 1,500,000, sent warning to White House that if they are not considered in strike legislation they will organize and make demands. Senator Newlands and Representative Adamson, chairmen

of the Senate and House commerce committees, conferred. Representative Adamson told Senator Newlands that two of Presi dent Wilson's six proposals cannot be passed in the House.

Legislation by Congress to prevent a strike Monday or postponement of the strike are alternatives predicted by Senate leaders.

Brotherhood leaders, after conference with Secretary Wilson of the Labor Department, said that nothing but a settlement of their demands can prevent a walkout.

President Wilson and other administration officials made efforts to have brotherhoods call off or postpone the strike.

that any attempt to establish maximum wages for railroad employes was "doomed to complete and immediate failure," although Congress undoubtedly has the right to prescribe both minimum and maximum wages. Proposes Tarib. EXCEPT BY SETTLEMENT RIGHT TO SEIZE RAILWAYS

selves as Powerless to Recall Definite Order.

Brotherhood heads insisted, after a conference with Secretary Wilson to day, that they had not been requested by President Wilson or any other administration official to postpone the nation-wide railroad strike set for Monday, and that nothing except a satisfactory settlement of their demands could prevent a walkout at that time. Brotherhood officials, after securing copies of the proposed bills affecting the railroad and the railroad situation, went into consideration, the railroad situation, went into consider the proposed they intended to consider the proposed legislation as it affected them and discuss it with the Secretary of Labor.

No Way to Stop Strike.

Employes.

The Senate interstate commerce commence commence committee had under consideration, to so from a military standpoint. The ship was of an obsolete type, abanation official to postpone the possession of railroad and telegraph lines of the country, when, in his judgment, public safety might require the railroad situation, went into consider the proposed bills affecting the railroad and telegraph lines of the country, when, in his judgment, public safety might require the railroad situation, went into consider the proposed legislation as it affected them and discuss it with the Secretary of Labor.

No Way to Stop Strike.

No Way to Stop Strike. "No power on earth except a satis-

factory settlement now can prevent a strike," said W. G. Lee, president of the trainmen "We four heads certainly could not

obtain a postponement of the strike if we wanted to. Nor could we postpone it if we received messages requesting such action from every one of the committee of 640 who were here last week.
"President Wilson has not asked us

"President Wilson has not asked us to postpone the strike. He understands, as we made it clear to him on Monday night, that we now are powerless to act unless a satisfactory settlement is made."

A. B. Garretson, head of the conductors, and spokesman for the employes, made a similar statement.

Talk With Gompers.

Besides conferring with Secretar Wilson today the brotherhood heads talked with several members of Congress at the Capitol. The brotherhood officials expected to confer today with Samuel Gompers, president of the American Federation of Labor. It was said that Mr. Gompers had made no attempt to induce the brotherhoods to postpone the strike, and it was not thought that he would. Opinion among brotherhood officials

as to whether enactment into law of the President's program before Monday the President's program before Monday would prevent a strike still is divided. This point was discussed at length with congressmen, and they also were not of one opinion.

The brotherhood leaders, who expressed confidence last night that enactment of the program into law would not prevent the strike, appeared today to be less confident.

IRISH NEWSPAPERS SEIZED.

Accused of Publishing Article "Calculated to Cause Disaffection." Mexico to Control All Property. TRALEE, Ireland, August 29, via Lonion. August 30.-Police and soldiers to day seized the machinery and plant of

the newspapers Nubianer, Kerryman and Liberator. The authorities acted under a warrant issued by Gen. Si John Maxwell, commander of the forces in Ireland, charging the newspapers with publishing August 19 an article calculated to cause disaffection.

The managing director of the newspapers, named Griffin, was arrested during the Dublin rebellion, but was released.

Officers, Agents and Employes.

session of any and all telepragh lines their offices and appurtenances; any or all railroad lines, rolling stock, office shops, buildings and "all their appendsnops, buildings and "all their appendages and appurtenances"; prescribe rules and regulations for holding, using and maintaining the lines; "to place under military control all the officers, agents and employes" of the telegraph and rallway lines, "so that they shall be considered as a post road and a part of the military establishment of the United States."

Death Penalty Provided.

The statute further provides that any attempts to "resist or interfere with the unrestrained use by the government" or any attempt to injure or de stroy the property would be punished "as a military offense, by death, or suc other penalty as a court-martial ma

impose."

It further provided for a board of three commissioners to be appointed by the President to determine upon compensation to the railroads and telegraph companies, the award to be sub mitted to Congress for approval.

STAND FOR ARBITRATION.

Manufacturers and Others Protest Surrender of Principle. CHICAGO, August 30.—Resolution

protesting against the surrender of the principle of arbitration in negotiautilities and their employes have been adopted by 300 manufacturers and dustrial organizations of Illinois, Pennsylvania, Michigan, Indiana, Ohio Tennessee and other middle western

the resolutions, which probably will be forwarded to President Wilson, also demand a definite, permanent arrangement under arbitration to safeguard the public from strikes and industrial

MEXICO CITY, August 30 .- A decree just issued revives the law promulgated in 1859 by President Juarez putting all places of public worship under the direct control of the government. The decree means government regulation of all properties in Mexico. All property now colonized under the Juarez law and left to Catholio institutions, and also all property of other religious in-stitutions ceded to them after the pro-mulgation of the law, are involved by the decree.

IN MEMPHIS WRECK

Possibly Thirty Bluejackets Lost Their Lives When Cruiser Was Cast Ashore.

NEARLY ALL THOSE INJURED SCALDED BY LIVE STEAM

Liberty Party of Twenty Returning to Ship Drowned-Lieut. C. A. Jones Burned.

Incomplete advices to the Navy
Department early today indicated that between twenty and thirty American bluejackets lost their lives yesterday when the armored cruiser Memphis was driven ashore in a sudden tropic storm at Santo Domingo City. The full report from Rear Admiral Pond on casualties is expected hourly.

Known Dead and Injured.

Messages forwarded last night showed the following dead and injured:

Dead:

George W. Rud, North Minneapolis. Very seriously injured:

Alphonsus J. Anderson, Philadelphis. Arthur H. Porter, Cleveland.

Jennings P. Blackwell, Parksville, S.

C.

With the provisions of this act, the said controversy shall be referred to a board of investigation which shall consist of three members, of which each of the parties to the controversy shall recommend one, and these two, together with the third member, who shall act as chairman of the board of the papointed by the President of the board of investigation, the board of mediation and conciliation shall arrange a time for the beginning of the investigation and a place where such proceedings may be held.

The board of investigation, the board of investigation shall arrange a time for the beginning of the investigation and a place where such proceedings may be held.

The board of investigation shall arrange a time for the beginning of the investigation and a place where such proceedings may be held.

The board of investigation shall arrange a time for the beard of investigation shall arrange a time for the beard of investigation shall arrange a time for the beard of investigation shall arrange a time for the beard of investigation shall arrange a time for the beard of investigation shall arrange a time for the beard of investigation shall arrange a time for the beard of investigation shall arrange a time for the beard of investigation shall arrange a time for the dispute and make all necessary rules for the dispute and the board's recommendation for the settlement of the dispute and the beard of the same and the beard of the same arrange a

Dead: George W. Rud, North Minneapolis. Very seriously injured: Alphonsus J. Anderson, Philadelphia. Arthur H. Porter, Cleveland. Jennings P. Blackwell, Parksville, S.

Elphard J. Quinn, Brooklyn. Elphard J. Quinn, Brooklyn.
, Seriously injured:
Martin J. McVeigh, Philadelphia.
Walter L. Planck, Trenton, N. J.
Timothy J. Leary, Fall River, Mass.
Harris A. Bryan, New Britain, Conn
James H. Keegan, Brooklyn.
Admiral Pond reported that sixty-seven
others were slightly injured, and that
several men were drowned.

Admiral Pond reported that sixty-seven others were slightly injured, and that several men were drowned.

Hospital Ship Radioed.

The Navy Department was calling the hospital ship Solace by radio today to send her to the scene of the disaster. She is somewhere in the vicinity of Santo Domingo. The transport Dixie, en route from Vera Cruz to Key West with Luis Cabrera, head of the Mexican commission, on board, also will be intercepted at sea to take aboard the survivors of the Memphis and bring them home.

In his first message last night Admiral Pond said the ship would be a total loss. The admiral himself went ashore two hours before the storm came up. His reports lay stress upon the fact that the sea was unusually smooth at that time. He stated also that twenty men of a liberty party were overtaken by the storm as they returned to the ship and drowned.

Injuries From Live Steam.

Injuries From Live Steam.

Admiral Pond's second message shows that the Memphis had got up steam and probably would have escaped to sea had not the main steam pipe burst. Nearly all the injured whose names are reported were scalded by live steam "Muster roll left on board in safe," he second message says. "Only inhe second message says. "Only in omplete muster has, therefore, been ade. Will have exact muster made arly in morning and report miss "No casualties among officers. each last to leave ship."

Gunboat Castine Escapes.

The gunboat Castine narrowly es-She was dragged toward shore by the storm, but finally got up sufficient steam to make her way to sea with steering gear disabled and every lifeboat smashed. Admiral Pond reported the Castine safe and under control. The Navy Department does not re-

duty in Santo Domingo waters in connection with the revolution.

The Memphis is of 14,500 tons and has a horsepower of 23,000. Her complement is 990 men. She is the flag. ship of the cruiser force of the United States Atlantic fleet.

The Memphis was launched in 1904 at the Cramp Ship Building Company plant in Philadelphia. She had a speed of over twenty-two knots an hour. She is armed with four ten-inch, sixteen six-inch, twenty-four three-inch and four six-pounder guns and carried four torpedo tubes. She was 502 feet long on the water line, seventy-five feet beam and had a maximum draft of on the water line, seventy-five feet beam and had a maximum draft of twenty-six and one-half feet.

In 1908 the cruiser, then the Tennessee, had a boiler explosion on board off Port Hueneme, Cal., in which seven men were killed. At the outbreak of the present European war the cruiser, still the Tennessee, acted as a relief ship for Americans stranded as a result of the war. She carried \$5,867,000 to Europe for this purpose and later acted as a ferry for Ameri-

and later acted as a ferry for Americans between Havre, France, and English ports, bringing thousands of them from the war zone.

Ferried in Mediterranean.

Later the cruiser sailed for the Mediterranean, where she also was used for relief work, again acting as a ferry for Syrians and Armenians from Turk ish ports in Asia to Egypt. While en gaged in this work at Smyrns the forts tions between railroad and other public of that city fired on a launch from the cruiser, which was the cause of considerable diplomatic correspondence be representatives of commercial and in- tween the United States and Turkey. tween the United States and Turkey. The launch was fired on while it was proceeding from Vourlah to Smyrna with Capt. B. C. Deckar, the commander of the cruiser, who intended to make official calls. The Turkish commander of the Smyrna port placed the responsibility for the firing upon the launch to the "indifference of the helmsman of the launch," who did not heed the warning of the presence of mines in Smyrna harbor. The commander at Smyrna expressed regret at the necessity of firing upon the launch, and the incident was closed. During her stay in the Mediterranean the cruiser carried many thousands of refugees to Egypt.

Schoonmaker of the Vandalia. The hurricane broke so suddenly that it was impossible to get the ships to the open sea. The Nipsic was finally run ashore on the beach. The Vandalia ran on a reef, where she was exposed to the full force of the storm. Her officers and crew took to the rigging and many of them were lost in trying to swim ashore.

The Trenton had her rudder carried away early in the storm, the waves breaking over her put out her fires and she finally went ashors. It was said then that only the excellent judgment of her navigating officer, the late Lieut. R. M. G. Brown, saved her from total destruction and saved the lives of her crew.

destruction and saved the lives of the crew.

There were several British vessels in the harbor of Apia at the time of the hurricane. These, through their superior engine power, were able to steam to sea in the teeth of the gale.

November 1, 1899, the Charleston, under command of Capt. G. W. Pigman, struck an uncharted submerged rock off the north coast of Luzon and was lost.

LAWS TO AVERT

STRIKE PLANNED (Continued from First Page.)

"Whenever it appears to the board expedient to so do its recommendation shall state the period during which the proposed settlement should continue in force and the date on which it should commence. The report shall be

"Three. Any railroad company de-claring or causing a lockout, or any of-ficer or agent of any railroad company who assists or participates in declaring or causing a lockout, contrary to the provisions of this act, shall be liable to a fine of not less than \$500 nor more than \$5,000 for each day or part of day that such lockout exists.

Fines to Prevent Strikes

"Any officer, agent or employe of any

zation who declares or causes a strike, contrary to the provisions of this act. shall be liable to a fine of not less than \$500 nor more than \$5,000 for each day or part of a day that such strike exists.

"Any person who incites, encourages or aids in any manner any employer to declare or continue a lockout, or any person who aids in any manner any officer, agent or employe of any organized body of labor or labor organization in declaring or causing a strike contrary to the provisions of this act, shall be guilty of a misdemeanor and liable to a fine of not less than \$10 nor more than \$100."

Government May Run Railroads. The bill to provide for government operation of railroads in case of military

cessity is as follows: in interstate commerce or in the transportation of the mails shall cease to operate or be seriously hindered in its operation because of a strike of its employes, the President shall have power to direct the operation of such railway whenever in his judgment essential for military purposes, and to that end he may employ such part of the military forces or such civil agents or draft into the services of the United States such persons as may be necessary.

"Any person refusing to perform such service shall be guilty of a crime and punished by fine or imprisonment or both." "If at any time any railway engage

HIRAM W. JOHNSON LEADS IN SENATORSHIP FIGHT

Returns From Half of Precincts in California Primary Give Him Margin Over W. H. Booth.

SAN FRANCISCO, August 80 .- On the face of returns early today from about half of the precincts in the state Gov. Hiram W. Johnson won the republican nomination for United States senator over Willis H. Booth at yesterday's primary. Two thousand, seven hundred and fifty-nine precincts out of a total of 5,443 gave Booth 75,853; Johnson, 92,552.

Until midnight last night the result was doubtful, although through the evening the governor's vote steadily ncreased until it passed the conservative estimates of his friends. The campaign attracted wide inter-

Smyrna expressed regret at the necessity of firing upon the launch, and the incident was closed. During her stay in the Mediterranean the cruiser carried many thousands of refugees to Egypt.

Other Naval Disasters.

Several other vessels of the navy have been wrecked. The worst naval disaster occurred March 16, 1899, when the Nipsic, Vandalia and Trenton were lost in the famous hurricane in the harbor of Apia, Samoa. Four officers and forty-seven men were lost on this occasion, among them being Capt. C. M. est because Chester H. Rowell of

branch had acted. "We all want to prevent the strike,"

strike can be forestalled I think that Congress can go home and leave legislation to the future. If we can't prevent the strike there is a different situation. We talked over with the President the entire subject. All the legislation proposed was discussed pro and con. No conclusion was reached about any of it. None of the suggestions made by the President were eliminated from consideration.

The general understanding seemed to be that whatever is to be passed will

Minority Leader Mann and Repre-

or Postpone Big Strike

Government by Unregulated

"I regard Congress as a patriotic ody which will act before Monday, if secessity, to prevent civil war."
There is no doubt, however, that many if the sentiors would prefer to see the

governed by unregulated force or by Hearings Will Be Held. law," and that he counts "on the supat a meeting of the Senate interstate port of all sound and conservative commerce committee today it was deter- opinion in the south to counsel mined to hold hearings on the proposed patience and endurance of temporary inconvenience while the test is being agislation tomorrow. Three hours will ie given to the railroad executives, three | made. "God knows I am for peace," Mr. Harrison declares, in his statement, which is as follows:
"I gave my individual adherence to the unanimous determination of the railway presidents recently in conference in Washhours to the brotherhoods and three presidents recently in conference in Washington only after taking the advice of many representative men in various walks of life in all parts of the south and with all other manifestations of public opinion of the south constantly in view. I include in this my knowledge that the employes of Southern Railway Company who are involved, and who still have my respect and whose welfare is of the utmost personal concern to me, have not had reason to be and in fact have not been discontented as a class. I did not take action hastily or with prejudice, but after

Newlands Statement.

commerce held a meeting this morning, and will be in further session during

mittee the tentative drafts of bills framed along the line of the recommendations of the President. He explained that these measures were tentative and might be changed greatly by the committee before

The second provides amendments to

Senator Lewis of Illinois introduced bill of his own in the Senate today amend the interstate commerce act as to provide for an increase in the large of interstate commerce act of interstate commerce act of interstate commerce. interstate commerce com-from seven to nine, so as to the disputer between the commerce com-

Strike of Railway Men

"a new session of Congress is about to

Conference at Capitol.

President Wilson had a conference in Speaker Clark's room at the Capi- will walk out. tol last night. Besides the President **Distinguished Gathering** and the Speaker, the conferees included Republican Leader Mann, Democratic Leader Kitchin, Representative

Adamson, the chairman.

Aithough nothing was agreed upon in the conference of House leaders, democrats and republicans alike gave the President their assurances that they would do all in their power to prevent the strike.

"First, prevent the strike, if possible." was the general conclusion. As to the

it was agreed that further confercoces should be held today between democratic and republican members and also that the strike legislative program should first be undertaken in the Senate and not brought up on the floor of the House until the upper

Mrs. Wilson Present. Hines Page, and the ambassador to

members of the cabinet, including Secmembers of the cabinet, including Secretaries Lansing, Wilson, Baker, and some justices of the Supreme Court of the United States also were present.

If the executive is weighed down with the heavy responsibilities of his chosen task, arbiter, he did not show it yesterday. He entered the House chamber with a jaunty step and a smile on his face.

A committee consisting of Representa-